Data

	High-pressure test	Low-pressure test
Line test pressure in bar guage pressure	50−90	3
Duration of test in min	5	2
Pressure drop of preset value in %	5	0

Special tool

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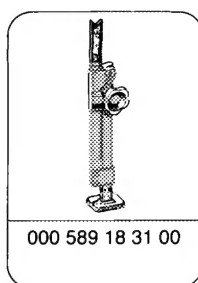
Conventional tool

Pressure tester	e.g. made by Teves, D-6000 Frankfurt order no. 3.9305-1020.4

Note

The leak test required for both brake circuits includes
a high-pressure test and a low-pressure test.

Attention!
If the brake fluid loss cannot be observed externally,
check whether brake fluid has entered into the brake
unit through a leaking secondary seal in tandem
main cylinder. In such a case proceed as follows:

1. Do **not** remove brake unit.

2. Draw off brake fluid.

3. If there are more than 100 cc brake fluid in brake
   unit, also replace brake unit.

Note: The flexible diaphragm is resistant to brake fluid, but not the reaction disk and the plate valve in control valve. For this reason, brake fluid should not be drawn off with the brake fluid installed. Up to 100 cc, with the brake unit installed, no brake fluid can reach the reaction disk or the plate valve.

High-pressure test

1 Connect pressure tester (051) to brake caliper by screwing bleeder plug out and screwing connection (052) in. Then bleed pressure tester.

2 Run engine at medium speed and establish highest possible vacuum by suddenly releasing accelerator pedal.
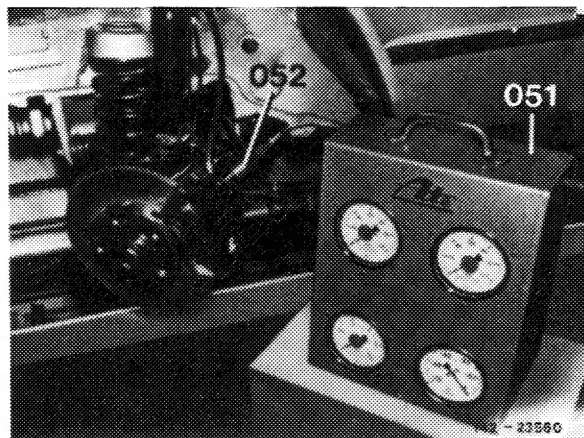
3 Depress brake pedal with brake pedal winch (08) until the highest possible line pressure between 50 and 90 bar gauge pressure is obtained, then lock brake pedal in this position.

4 During the 5 minute test period, the pressure loss should not exceed 5% of the value set. If the pressure drop is higher, look for leak and seal.
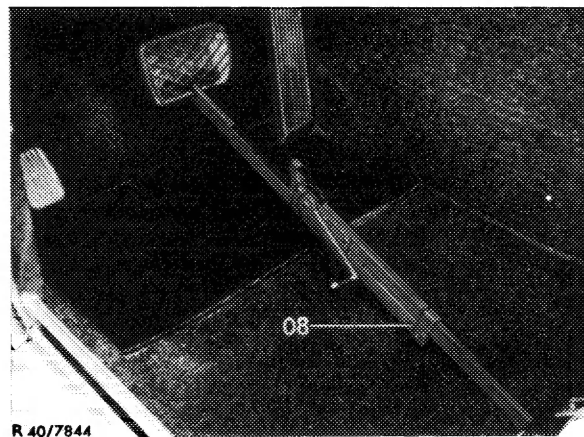
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Low-pressure test

5 Stop engine. Actuate brake pedal until the vacuum is exhausted.

6 Set brake pedal winch back until the pressure gauge shows a line pressure of just about 3 bar gauge pressure.

7 During a test duration of 2 minutes the preset pressure should not drop. If the pressure drops, look for leak and seal.